



Caltrans - District 3 Earns Three **EXCELLENCE IN TRANSPORTATION** Awards

Caltrans - District 3 picked up three 2002 Excellence in Transportation awards. The winning projects were selected from an application pool of 104 entries from across the Golden State. A panel of professional engineers, environmental specialists, transportation panels and landscape design experts made the final selections.

"I congratulate those of you who have worked to make these projects a reality and participated in the effort to provide quality and improved transportation for California and its citizens," said Caltrans Director Jeff Morales. "Excellence in transportation is a consistent, ongoing endeavor by the Department. We are proud to showcase our work and the work of our partners in this annual awards program," he added.

The District 3 winners were:

CATEGORY: TRANSPORTATION RELATED FACILITIES

Maxwell Safety Roadside Rest Area
District 3 Landscape Architecture
California Highway Patrol

To provide increased safety and a reduction in vandalism, District 3 proposed to make space at the Maxwell Rest Area for California Highway Patrol Officers to do paperwork or provide information to motorists while establishing a casual law enforcement presence.

Located along I-5 in Colusa County, the CHP's presence deters crime and offers motorists a sense of increased security. Design involved three standard components at each rest area: a secure office building, designated parking and a highway sign informing motorists that the area is patrolled by the CHP.

CATEGORY: MAJOR STRUCTURES

Feature River Bridge Replacement
Caltrans Engineering Services
Division of Structure Design
District 3 Project Management
District 3 Construction

In replacing the 75 year-old bridge over the Feather River on Route 162 near Oroville, District 3 had to meet current design seismic criteria, provide a conduit for utilities, meet demand for future capacity and minimally disrupt travelers during construction.



MAXWELL REST AREA



FEATHER RIVER BRIDGE



DONNER PARK CROSSING

These conditions led to the selection of a cast-in-place, pre-stressed concrete box girder design that allowed flexibility for the construction, minimized traffic impact, concealed utilities and allowed for future widening. Shortly after completion, the bridge was renamed "The Randall Jennings Memorial Bridge". Jennings, a peace officer in Butte County, killed in the line of duty.

CATEGORY: MAJOR STRUCTURES

Donner Park Overcrossing

Caltrans Engineering Services Division

Design Branch 6

Herb Benedict

Benco Contracting & Engineering Inc.

District 3

Located in Truckee along the historic Lincoln Highway, this project replaced the existing Donner Park overcrossing near Truckee with a modern, two-span structure and specially designed retaining walls to mitigate impacts to an environmentally sensitive area.

The project's purpose was to increase the structures vertical clearance, add to longevity with state-of-the-art epoxy coating, higher strength concrete and a polyester concrete overlay. The project also features snowplow deflectors, wider lanes, modern safety shape barriers and longer spans.

Designers also strove to create a gateway into the Lake Tahoe Region using haunched girders; sloping abutments and concrete treatments designed to reflect the texture of the surrounding area.

Photos: Leslie Case



Dan Ferchaud, Project Engineer, and Barbara Reenan, Project Design Senior for M2 answered questions at the March 7 Open House in Marysville.

Open Houses Maintain Open Lines of Communication

Caltrans District 3/North Region employees recently hosted two open houses in Marysville and Oroville to provide the public with the opportunity to discuss aspects of the Marysville to Oroville Freeway Project.

The project development process is very lengthy and requires the time and energy of many people in various branches of Caltrans, partnering agencies, and the public sector. During the process, Caltrans holds informational workshops. New Caltrans employees often bring information to resurrected projects that have been on the books for years. It has been proven time and again that landowners and people with local interests can add valuable information, insight and history to a proposed project.

The open houses held in November, 2000 for the Marysville to Oroville Freeway project highlighted the then-new issue of conservation easements. Members of the public brought flood plain concerns to the workshops. That prompted modification of the proposed alternatives. Upon completion of the modifications, newly affected landowners were identified and invited to attend the March 2002 open houses.

There have been (and will continue to be) numerous questions regarding the right of way process, the environmental process, the implementation schedule, and the project development process. Providing answers face-to-face helps to reduce fears and assures participants that their concerns will be addressed.

Over the years, hundreds of people have attended the open houses for this project. Those who commented thanked Caltrans for keeping the lines of communication open.



A popular display (shown above) utilized a new technique of manipulating aerial photos then laminating and mounting on six connected 4-foot by 6-foot panels.



Steve Kirkpatrick
Chief of North Region
Program/Project Mgmt.

People + Process + Tools = STRONG PROJECT MANAGEMENT TEAM

Project Management is the application of knowledge in three areas; people, process, and tools, which are applied to project activities to meet project requirements.

The North Region team is meeting and exceeding the project delivery commitments for our customers. This is made possible by the continued focus on Results, Innovation, Quality, and Risk Management. Strong internal and external partnerships across all functions within our three Districts, the Division of Engineering Services, District 4, and Corporate facilitate these accomplishments. We have evolved our project management, planning, programming, and project development processes and business practices towards a performance-based system that fosters continual improvement efforts to ensure successful project delivery. Working as a Project Management Team, we can ensure our continued success in meeting the transportation challenge of improving mobility across the North Region.

The Project Delivery team is led by the Project Manager, who serves as an integrator by

pulling the pieces of the project together. The project team develops during each phase of the project. Enhancing individual development lays the foundation for individuals to work as members of a project team. We are excited that our teams continue to develop across geographical boundaries to deliver projects effectively and efficiently.

North Region received the Department's overall Capital Delivery Award for the 99/00 fiscal year. For the 00/01 fiscal year, we again exceeded the Department's delivery performance measures and delivered approximately \$300 million in projects, which includes projects in District 4. This fiscal year, we are committed to deliver \$450 million worth of projects.

Project management processes include these areas: Initiate, Plan, Execute, Control and Closeout. While guiding the project through each phase and process, team involvement is critical to the success of each phase and subsequent phases. The Project Team input to the work plan throughout the project's lifecycle will ensure development of a quality plan that meets customer expectations.

We have embarked on a tool improvement quality initiative to meet our goal of improving the services we provide while being sensitive to the needs of our customers. A Work Plan Status (WPS) Quality Team was formed last year

to simplify and improve WPS database in the areas of data reliability, data access, and report formation. The recommendations of the 14 - member team, led by Mike Bauer, Capital Program Support Manager, are made with a focus to the future, recognizing that PM tools and process are constantly changing to meet Project Delivery needs.

The WPS Quality Team investigated the existing WPS database to formulate the Implementation Plan. The recommendations of the plan are grouped into four main categories: 1) Communication, 2) Business Practices, 3) Tool Improvements, 4) Training.

These recommendations address the most pressing needs of the WPS database. Open communication between functional units and Project Management concerning use of the tools is established. A strong partnership has been formed to ensure the WPS Implementation Plan is successful. Interim measures will take WPS to the start of "PRSM", Project Resource and Scheduling Management - the new corporate scheduling tool, currently in the Pilot stage. We anticipate fall of 2003 for implementation of PRSM in the North Region. Once PRSM is fully implemented, the role of WPS will be re-evaluated.

The future is exciting as we head toward implementation of new tools, both statewide and within the North Re-

gion. We will be introducing PRSM as our new statewide scheduling and resourcing tool as well as our time reporting system. Plans to expand the North Region Program/Project Management Web Site are underway and will provide easier access to reports for Functional Managers. Currently available for downloading are the Status Document, Approved Project List (APL), and the Delivery Plan. Future reports will include performance and workload reports for Divisions.

We are looking ahead with the establishment of the North Region Project Office, which will be responsible for reports, training, web services, and Project Management process information. Implementation of PRSM will also be the responsibility of the new Project Office. Expanded services, process improvement, detailed reports, documentation and training ensures continued project delivery success in the North Region.

Editor's note: More information is available on the Program/Project Management web site located via the Caltrans Onramp at:

http://northregion/ProgProjMgmt/NR/NR_Main_Page_2002.htm



Keep Safety in Mind

Spring is in the air and with it comes the peak of our field season. Construction projects begin or resume work and many project development folks head out to the field. As you go about your work, I ask that you keep your own safety and the safety of your co-workers uppermost in your minds.

There are a number of safety-related events happening this April to help us keep safety a top priority. On April 9 at 11 a.m., the 2nd Annual Caltrans Highway Workers Memorial Ceremony will take place on the east lawn of the State Capitol building. Once again, District 3 Maintenance will provide the Honor Guard for this solemn event. On April 10, we will reactivate the District 3 Accident Prevention Committee and they will hold their first meeting. The week of April 22 - 26 is "Caltrans Safety Awareness Week." During that week, all work units will take a few hours to

focus on safety issues in their immediate work areas. I encourage all of you to take the time to participate constructively in this event. Your ideas can help keep you and your co-workers safe on a daily basis.

Also, this spring we have a number of award ceremonies that will honor the Department's efforts to help clean the air in California. Caltrans has been named "Agency of the Year" by the Sacramento Emigrant Trail Chapter of the American Lung Association for our "Greening of the Fleet" program (see box for details of this program). This recognition of the Department's efforts as "Clean Air Champion" by one of the foremost advocates for air quality in the state is an historic moment for Caltrans! The award will be presented to Caltrans at the 26th Annual Clean Air Award luncheon on May 7, 2002. Additionally, the "Greening of the Fleet"

program has also been awarded a Special Program Tranny Award to be presented on May 8, 2002. I'm certainly proud to be part of an organization that is committed to helping improve the quality of air that we Californians breathe!

(Editor's note: Jody leads by example. The vehicle assigned to her is a 2001 Toyota Prius - this gas/electric "hybrid" vehicle was purchased under the Department's award-winning "Greening of the Fleet" program.)

"Greening of the Fleet" Program

The "Greening of the Fleet", launched in 2001, is a 5-year plan to "green" the Caltrans fleet of 14,000 vehicles. Program goals included:

- Reducing gasoline and diesel-fueled vehicles from 44% and 38% (82% total) to 22% and 20% (42% total)
- Increasing the use of Alternative and Low Emission vehicles from 18% to 57%

In the programs very first year, several goals were met and exceeded. They included:

- Purchasing over 900 LPG/Gas bi-fuel trucks, low dust emitting street sweepers, hybrid super low - emission vehicles, low dust -emitting Catch Basin Cleaners and electric vehicles.
- Acquiring 19 hybrid super low - emission vehicles and identifying 67 additional vehicles for future purchase.
- Leased three zero-emissions (electric) vehicles
- Replacing 88 diesel-powered trucks and truck-mounted generators with reduced-emission trucks and zero-emission static inverters.
- Retrofitting over 1,000 vehicles with the latest innovations of cleaner air equipment.
- Replacing 346 pieces of gasoline or diesel-powered equipment such as Changeable Message Signs, Highway Advisory Radio transmitters, radar speed signs, crack sealing and emulsion kettles, forklifts and sweepers.

Foundation Poured for Yuba Street Building

A new home for 250 Caltrans employees is beginning to take shape across the tracks of the Union Pacific Railroad. In fact, the beginnings of that structure literally appeared overnight.

In the wee hours of March 21, a handful of workers from the Urata and Sons Cement Company of Rancho Cordova, California began what seemed to be an impossible task — pouring 475 yards of steel-reinforced concrete for the foundation of a 56,000 square foot building.

Deputy District 3 Director of Administration, Frank Maskovich and Building Manager, Steve Hern were on hand (albeit a bit bleary-eyed) at 4:30 a.m. to watch workers expertly pour hundreds of yards of concrete into Styro-foam forms in just under five hours. “It was an amazing process,” marveled Maskovich, who watched the same crew pour another slab to use for pre-casting the building’s tilt-up concrete wall panels.

Photo: Steve Hern



A worker with Urata and Sons Cement Company of Rancho Cordova uses a bull float to smooth the freshly poured concrete foundation of the new Yuba Street Building which will soon house 250 District 3 employees.

Hern said the crews worked at night to ensure exclusive batch plant operations and to minimize traffic impacts. By the time the sun arrived, the concrete had set-up enough to complete the finishing work.

Urata and Sons are the subcontractors to Applegarth and Estrada Construction, who began work in February on the new \$6 million office

complex that was three and half years in the making. Completion is expected later this summer.

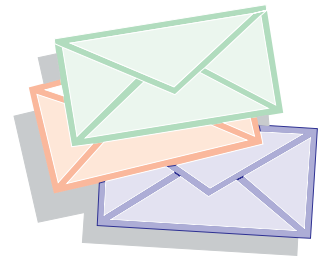
The building’s first tenant will be Caltrans - District 3. 250 employees from Traffic Operations, Surveys, Right of Way, Maintenance and Information Services will be housed in the new office complex. An improved walkway (handicapped accessible) over the railroad tracks is also being built to accommodate foot traffic between the new building and District 3 Headquarters.

In other building news, Linda Matsumoto, Chief of Management Services, reports that the new Venture Oaks Building will be open the first week of June. 32,865 square feet of office space will serve 179 Sacramento area employees of Program/Project Management, Environmental, Transportation Planning, Traffic Operations and Information Services.

Photo: Steve Hern



A “whirlybird” concrete finisher puts the final touches on the foundation for the new Yuba Street Building.



Letters of Recognition

March 12, 2002

Dear Ms. (Jody) Lonergan,

I am writing to express my (and my husband’s) appreciation for the assistance provided by one of your staff while we were attempting to leave the North Lake Tahoe area Thursday, March 7, 2002.

After enjoying two days at Tahoe, off we drove toward Redding (or so we thought!), traveling in our 1997 Ford-250 4WD pickup. While heading north up the grade on Hwy. 267, we soon found that we had little or no control of the vehicle. After several minutes of frustration and a long line of vehicles behind us, we managed to pull over and stop, allowing other drivers to go around us.

The snow conditions were not extreme; cars and trucks of every type and size were cruising along; but we weren’t going anywhere! Once again my husband checked the lever that engages 4-wheel drive; I checked the operator’s manual; then along came a gentleman in an orange Caltrans truck. After checking the front wheels, he commented that sometimes the automatic hubs do not engage. He then said he would give

(see LETTERS pg.9)

Context Sensitive Solutions: The Donner Park Overcrossing

by Brent Meyer, Senior Transportation Engineer

Donner Park Overcrossing, a 2002 Excellence in Transportation award winner, is this month's design example of "Context Sensitive Solutions." This project was able to meet the project purpose and need by replacing a deteriorating structure, increasing vertical clearance and providing for a safer clear recovery zone. This project was also able to achieve community expectations through the use of aesthetic treatments and considering the community's environmental values.

The Town of Truckee requested that the structure provide access for pedestrians, bicycles and vehicles due to the high tourism traffic at the western edge of town. The local road, Donner Pass Road, is located on the historic Lincoln Highway that provides access from the Town of Truckee to nearby Donner Lake. The town also requested black vinyl clad chain link railing next to the sidewalk and tubular hand railing on the opposite side of the road. A type "E" curb was built on both sides of the bridge to match the town's curb and gutter system. That curb type could not be accommodated on the bridge because of conflicts with the bridge's superstructure. To solve that problem, a transition curb was incorporated at both ends of the bridge.

Aesthetic values were achieved by providing a gateway structure to the mountainous Lake Tahoe area. A "dry



A "Dry Stack" rock texture treatment, "haunched" girders and skewed columns with two-way flares were just a few of the Context Sensitive Solutions employed for the award-winning Donner Park Overcrossing Project.

stack" rock texture treatment was selected to achieve the desired effect. The "dry stack" rock texture aesthetic treatment matches the rustic environment of the area. Additional aesthetic features include haunched girders, sloping abutments, and skewed columns with two-way flares. The final appearance of the structure reflects innovation, while at the same time blending into the natural surrounding area with its curves and texture. Caltrans construction personnel were so impressed with the craftsmanship and cooperation exhibited by the contractor, Benco Construction, that they presented them a special certificate of appreciation.

This project was able to balance aesthetic values and

protect sensitive environmental resources by avoiding impacts to wetlands and implementing "best management practices" for storm water runoff. To avoid filling in wetlands adjacent to the realigned roadway, retaining walls were constructed on the north and south sides of I-80. With the help of District 3 Landscape Architecture, the aesthetic treatment of the retaining walls was built to match the new structure's aesthetics. "Best management practices" for storm water were implemented by providing sand traps, channel treatment with rock slope protection, and a detention basin on the south side of I-80.

At the request of the District Landscape Architect, J. D. Adams and Project Manager,

Karl Dreher, the structures Project Engineer, Erik Zechlin, went to great lengths to investigate the feasibility of constructing a haunched girder type of structure in a rugged climate. Design challenges that were overcome included providing for roadway deicing conduits within the barriers, providing a polyester overlay on top of the bridge deck to enhance deck maintenance, placing snowplow guards at the joints, and the accommodation of utilities inside the thin portion of the bridge superstructure.

(Editor's note: Brent Meyer, the author of this article, was the District's Project Engineer for the Donner Park Overcrossing)

California's Transportation System of the Future

ART CONTEST

The California Department of Transportation and the California Transportation Foundation are sponsoring the CTP Art Contest. The contest will provide an opportunity for the Department to reach out to young Californians and their families, and increase awareness of the California Transportation Plan. The contest's theme is "California's Transportation System of the Future." Artwork will be judged for its creative expression of California's future transportation system in the year 2025.

Deadline

Entries must be postmarked by Monday, May 13, 2002, and must be sent to:
Division of Transportation Planning
CTP Art Contest, MS - 32
P.O. Box 942874
Sacramento, CA 94274-0001

Age Groups

All students in the following age groups are encouraged to participate in the contest. Relatives of officials or employees of the California Department of Transportation or any other government agency are eligible. Entries will be judged in three classes (determined by the age of the entrant on January 1, 2002).

Category I Ages 6-9
Category II Ages 10-13
Category III Ages 14-18

Awards

Entries in each age group will be judged and winners will be selected. The Grand Prize winner will receive a \$500 award and framed reproduction of their artwork. The Grand Prize entry will also be featured on the cover of the California Transportation Plan. A First Place winner will

also be selected in each category and will receive a \$250 award and framed reproduction of their artwork.

CONTEST RULES

Specifications

Artwork must be submitted in 11"x17" format. The actual image should be 8-1/2"x11" centered on the 11"x17" format, with a vertical (or portrait) orientation, 3" top margin, 3" bottom margin, and 1-1/4" margins on each side. Artwork must not be mounted, framed, or outlined with borders. All artwork must be hand made using any of the following mediums: watercolor, acrylic or oil paints, indelible markers, colored pencils, felt-tip pens, soft ball-point pens, indelible ink, Crayola, or similar indelible mediums.

The following mediums are NOT permitted: pencil, charcoal or other non-permanent mediums, computer generated artwork, or collage work involving the use of photocopies.

For additional information and an entry form visit our website at:

www.dot.ca.gov/hq/tpp/index.htm

Please contact:

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Northgate Maintenance Stars In Safe Driving Video

by David Hall, Safety Specialist

Ever wonder what it would be like to be a film star? Well, two members of our Northgate Maintenance crew certainly have. District 3 Maintenance Leadworker Paul Thornton and Equipment Operator Tony Macias were the stars of the show when District 3 was approached by the Department of General Services, Office of Risk Management to participate in a joint venture effort to film the new Defensive Driver Training (DDT) Video. After completion, the video will be shown to all state employees statewide and is part of the DGS' classroom curriculum in Defensive Driver training.

California State University at Chico's video production crew filmed the video for DGS at our Northgate Maintenance yard in Sacramento on Thursday, March 14, 2002. The video clips feature pre-operation vehicle tasks and depicts Caltrans employees modeling safe driving practices. After filming pre-operation tasks within the yard, the crew took to the road on Northgate Boulevard in Sacramento and filmed employees driving both within the Caltrans truck, and from their vehicle traveling alongside. Each film clip is targeted at demonstrating safe driving behavior and safe vehicle operation.

Special thanks go out to all those Maintenance employees for their support of personnel and equipment to make this production possible, Maintenance Deputy Director Steve Takigawa, Regional Manager Pete Azevedo, Area Superintendent Ron Lecroix, Northgate Maintenance Supervisor Craig Mincer and the film's star actors — Paul Thornton and Tony Macias.



Northgate Maintenance Leadworker Paul Thornton checks engine fluid levels during vehicle pre-check.



The CSU film crew, in the Sports Utility Vehicle (SUV) films a driver



Equipment Operator Tony Macias verifies lights are operational.

D-3 Seeks New Safety Slogan

In 2001, 36% of all vehicle accidents reported on-the-job in District 3 were deemed "preventable". Oddly enough, most of those "preventable" accidents occurred where work starts or stops — in employee parking lots.

In response, the District 3 Safety Office is launching a new safety campaign in all employee parking lots. "We feel our people in the field need a safety reminder when they get here and before they leave," said Cliff Hilligoss, District 3 Safety Specialist. "We would also like their help in choosing a new safety slogan," he added.

(See **SLOGAN** pg.9)

(SLOGAN from pg.8)

In March, all supervisors were asked to choose between six slogans or create their own. Below are the choices:

1. Think Safety First
2. Safety is Our First Priority
3. Practice Safety For Life
4. Safety Starts With You
5. Caltrans Succeeds Through It's Employees.
Be Careful - We Need You
6. Be Safe, Buckle Up
7. Write-in slogan

According to contest coordinator (and Safety Specialist) David Maas, two slogans are tied for the lead. "Be Safe, Buckle Up" and "Safety is Our First Priority" are running neck and neck. Employees are also coming up with their own slogans. Here are some of the better ones:

1. Be Careful - We Need You
2. Be Safe - You're irreplaceable
3. Don't Be The Weakest Link - Drive Safely
4. Safety - Don't Leave Home Without It!
5. Safety is as Easy as ABC - Always Be Careful

Once a slogan is chosen, Multimedia's Graphic Design Team will create a new sign to be posted in all employee parking lots. Maas said it is not too late to submit your entries. E-mail or fax your slogan to David Mass of the District 3 Safety Office at (530) 741-4101 (Calnet 8-457-4101. The deadline for all entries is April 15, 2002.

(LETTERS from pg.5)

our vehicle a "nudge" up the hill. Just before he walked back to his truck, I thanked him and asked him his name and he replied, "Mike".

With Mike's assistance, up the hill we went and we had no other problems, electing to take Hwy. 70. We were headed for lower ground! We later learned that despite what was indicated on the dashboard, we were never in 4WD.

What an ambassador Mike is for Caltrans! I wish I had gotten his last name. He didn't make us feel like idiots; he was professional, cordial, and helpful. So, if you know this gentleman, please thank him for us. We would describe him as an "outdoor" type of man with a full beard. Next time we are in the area, we owe him a dinner.

Two other items: 1) Mike was right about the automatic hubs. We've had them replaced with manual hubs. 2) The Redding Caltrans office was helpful in obtaining the appropriate district address in order to convey our appreciation.

*Yours truly,
Irene and Tom Helzer
Redding, CA*

(Editor's note: "Mike" is Leadworker Mike Holley from Truckee (North) Maintenance)

February 27, 2002

Dear Ms. (Jody) Lonergan:

On behalf of my Design Engineering staff I want to inform you of three outstanding staff members that recently contributed a great deal of assistance on a project. I understand they were instrumental in assisting us in preparing the design of a bridge painting project that came in at 20 percent of the estimated cost.

** John Rogers, the Bridge Paint Specialist, was a great help in the paint determination. He inspected the existing paint and gave recommendations for the new paint. He also supplied special provision language that covered the paint specifications.*

** Scott Straub, Senior Bridge Engineer, inspected the bridge and supplied special provision language for the bridge painting specifications.*

** Michael McCollum, the Highway Bridge Replacement and Rehabilitation (HBRR) Local Assistance Engineer, shared information from other bridge painting projects and information on the HBRR process that saved many hours of effort.*

My staff has personally thanked these individuals. I wanted to take a moment and share this information with you, as I always appreciate hearing good things about my staff. Thank you.

Sincerely,

Matthew C. Boyer, Director

El Dorado County Department of Transportation

(Editor's Note: Mr. Boyer is referring to fine work done on the Salmon Falls Bridge located near El Dorado Hills in El Dorado County)

March 18, 2002

Dear Ms. (Jody) Lonergan:

I would like to take this opportunity to commend members of your Department on their hard work and assistance in preparation for the Presidential visit to Sacramento on October 17, 2001. Supervisor Skip Mallory and his crew did an outstanding job of preparing the landing site at the California Highway Patrol Academy for Marine One (the Presidential helicopter) and accompanying six support helicopters.

Mr. Mallory and his crew had to initially prepare the landing site for the practice dry run two days before the visit. Logistical problems were encountered after the dry run and your Department came through to solve the landing site problems and adequately prepared the site to the satisfaction of the Secret Service and White House Staff.

All of your personnel involved kept the landing site confidential which was imperative due to the current high threat level

in our Nation and against the President. Please extend my appreciation on behalf of the California Highway Patrol and the Secret Service for the cooperation and assistance given by Supervisor Mallory and his crew.

Sincerely,
D. Galbraith, Captain
Valley Division Air Operations Unit
California Highway Patrol

(Editor's Note: Howard "Skip" Mallory is a Maintenance Leadworker from West Sacramento)

Retirements & Recognition

Kenneth R. Anderson of information services, has retired after 21 years of state service.

Gerald A. Shopbell of Engineering Services in Redding has retired after nearly 18 years of state service.

Jerry Bland, a Transportation Engineer CT/Civil, received a 40-year service award.

Upcoming Blood Drives

April 18 from 8 a.m. to 2 p.m. in the basement conference room of the District 3 Office in Marysville. Reservations are recommended, contact Bruce Parkinson by e-mail or phone (530) 534-6073.

June 18, at Gateway Oaks in Sacramento (times and room to be announced). For more information, contact Bruce Hartman by e-mail or phone (916) 274-6011.

UPDATE 3

Editor	Mark Dinger
Reporters	David Anderson Leslie Case
Design	Rosalie Newton

Comments and letters are welcome. These should be sent to Mark Dinger in Public Affairs



ASK THE DISTRICT DIRECTOR

DISTRICT DIRECTOR JODY LONERGAN WANTS TO HEAR YOUR CONCERNS AND SUGGESTIONS. DROP HER A NOTE. USE THIS FORM FOR SAFETY ISSUES AS WELL. ALL QUESTIONS WILL BE ANSWERED.

Name

Branch